



Freight Rail Investing In Virginia

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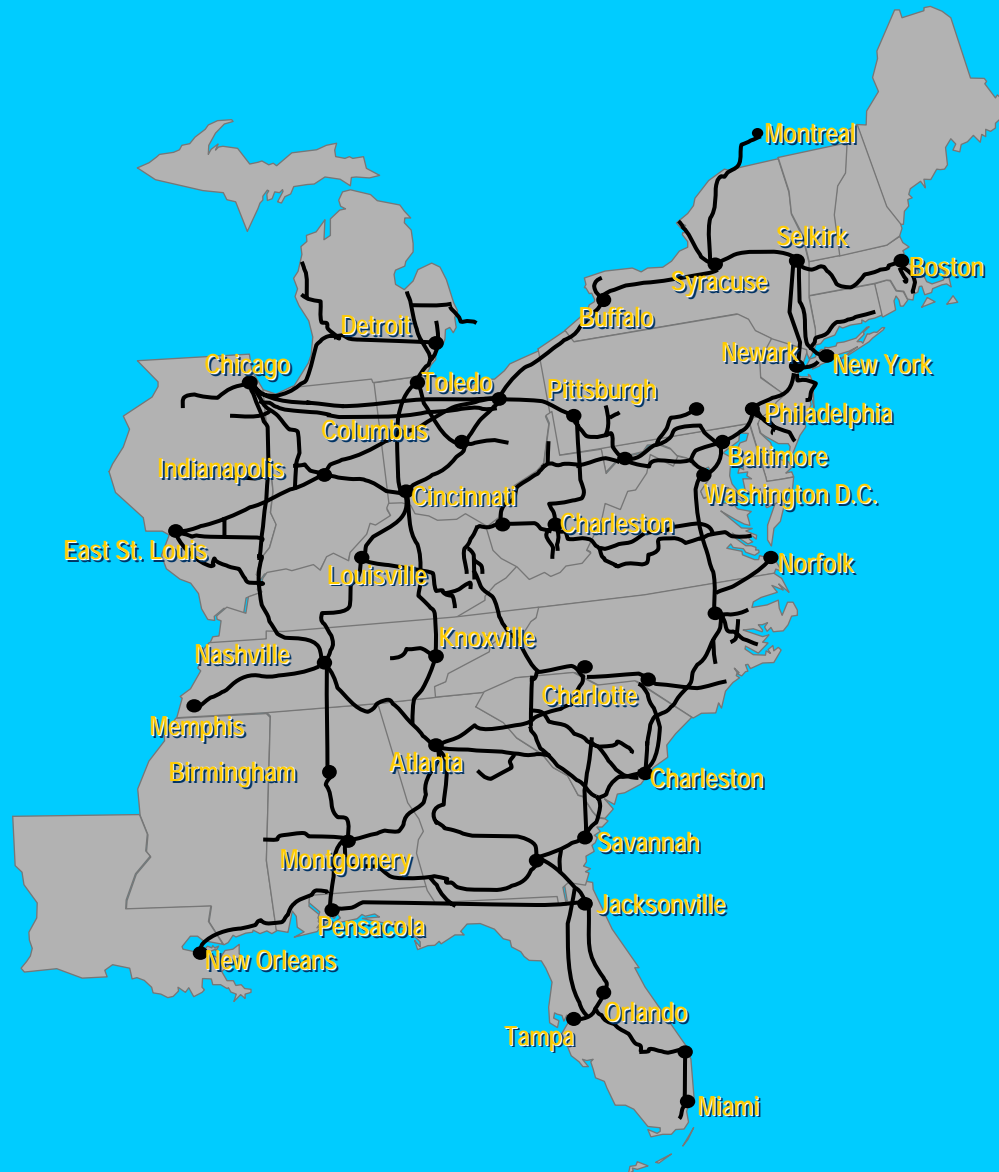
October 13, 2005



Transportation and Economy

- Basic Facts:
 - Strong economy
 - Things are moving
 - Highways are congested
 - Fuel is going up
 - Rail service has improved and is truck competitive
- Bottom Line:
 - We are open for business

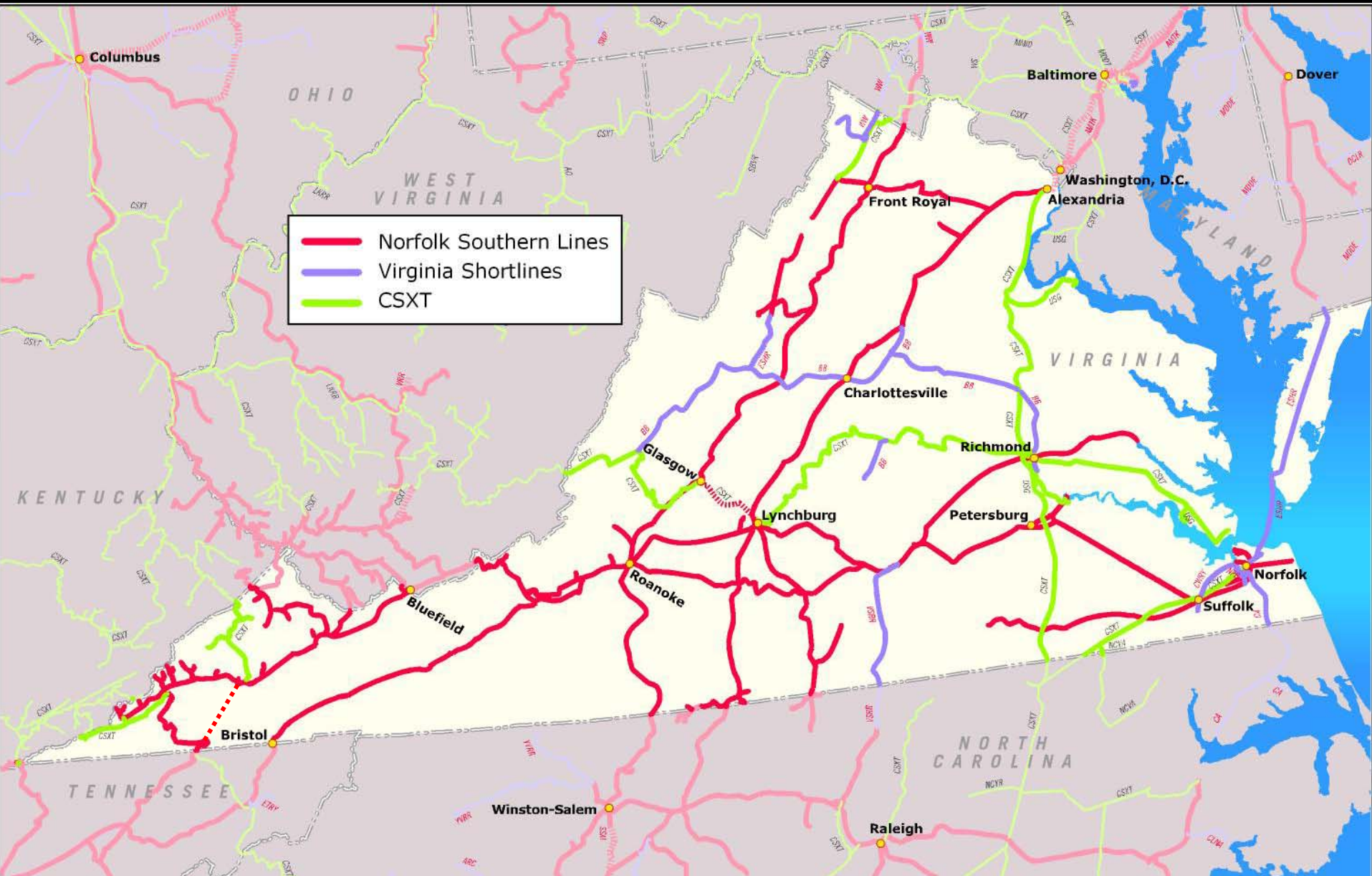
CSXT System Map



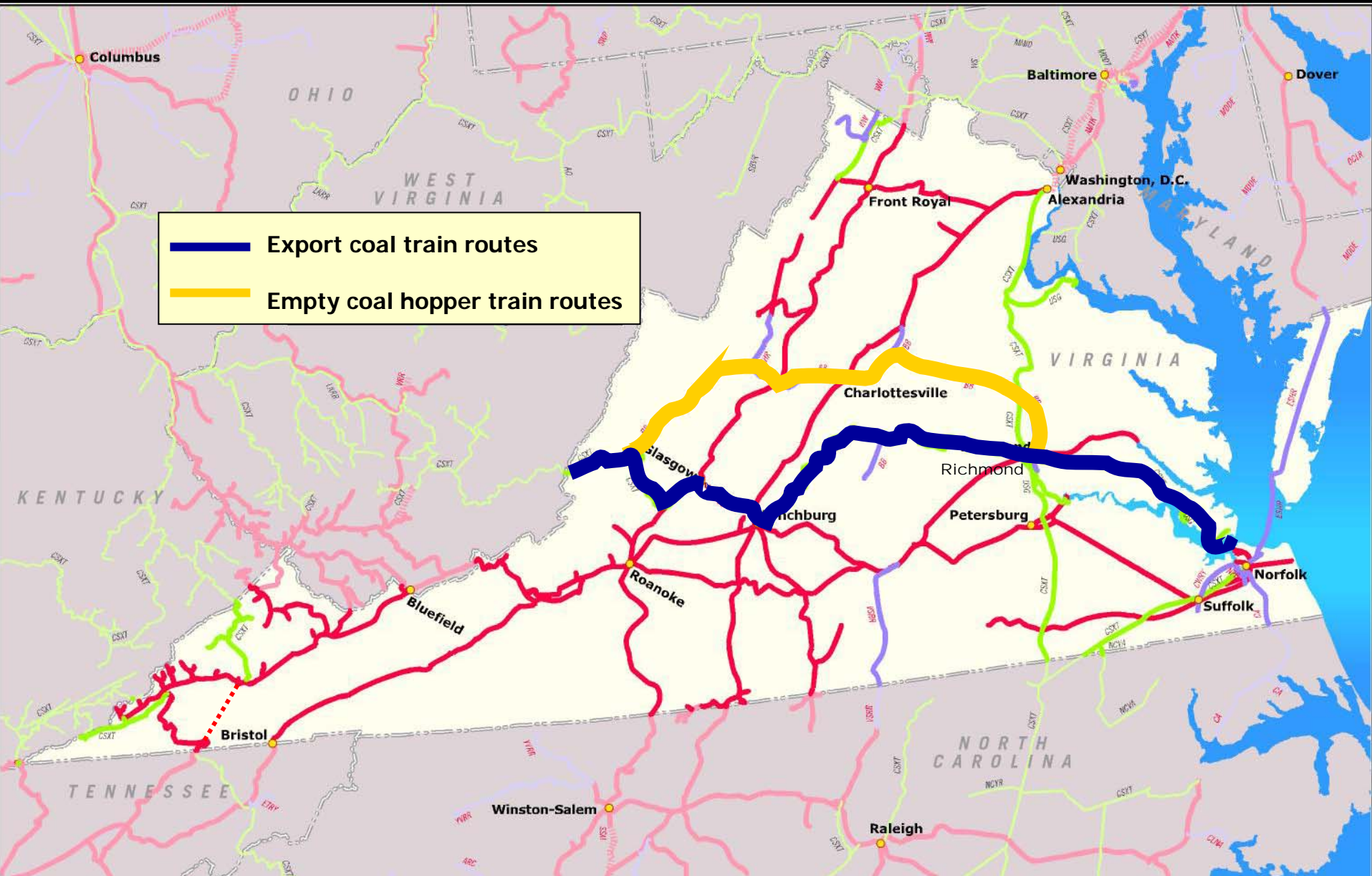
NS System Map



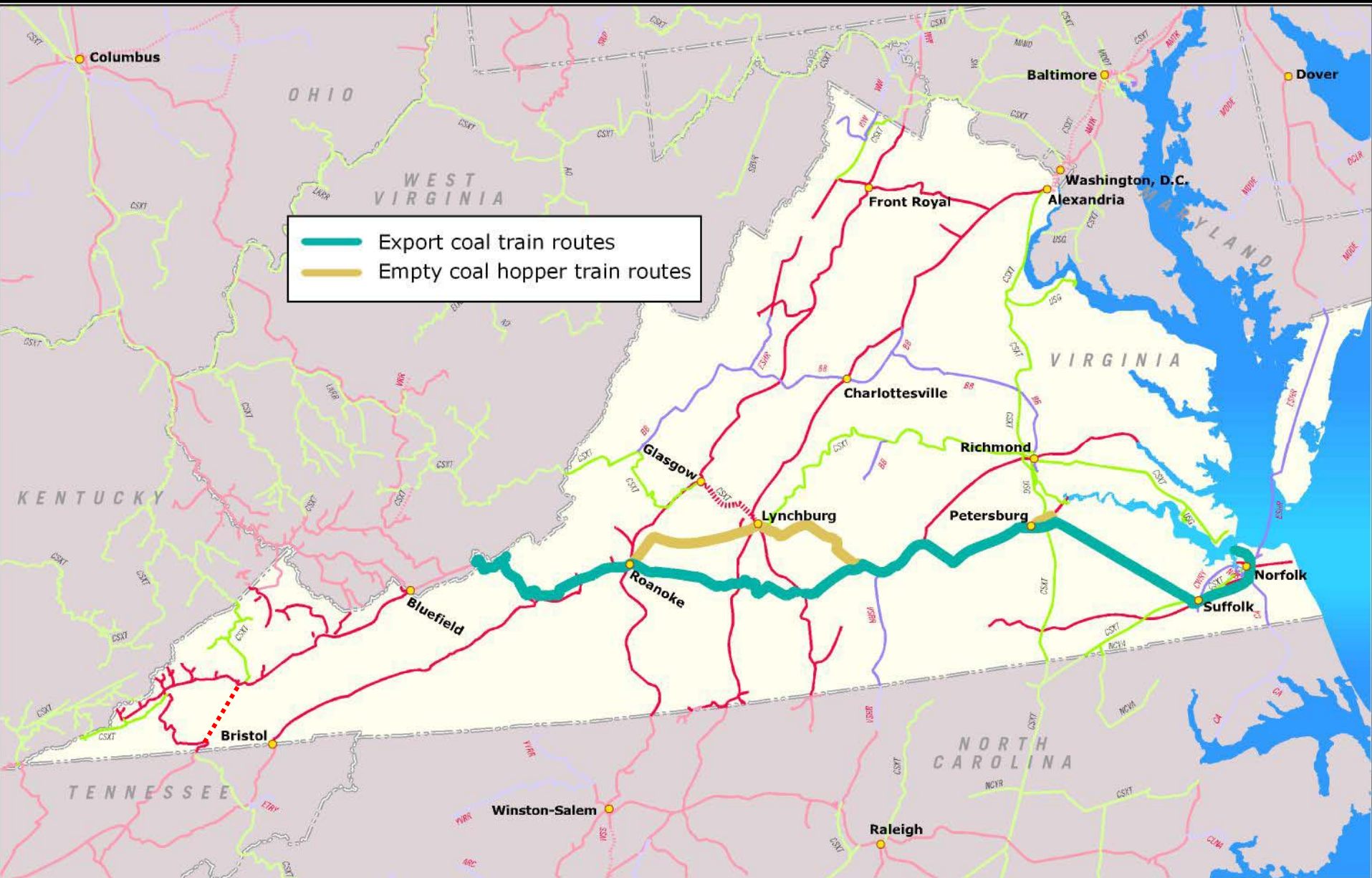
CSX, NS and Virginia Shortlines



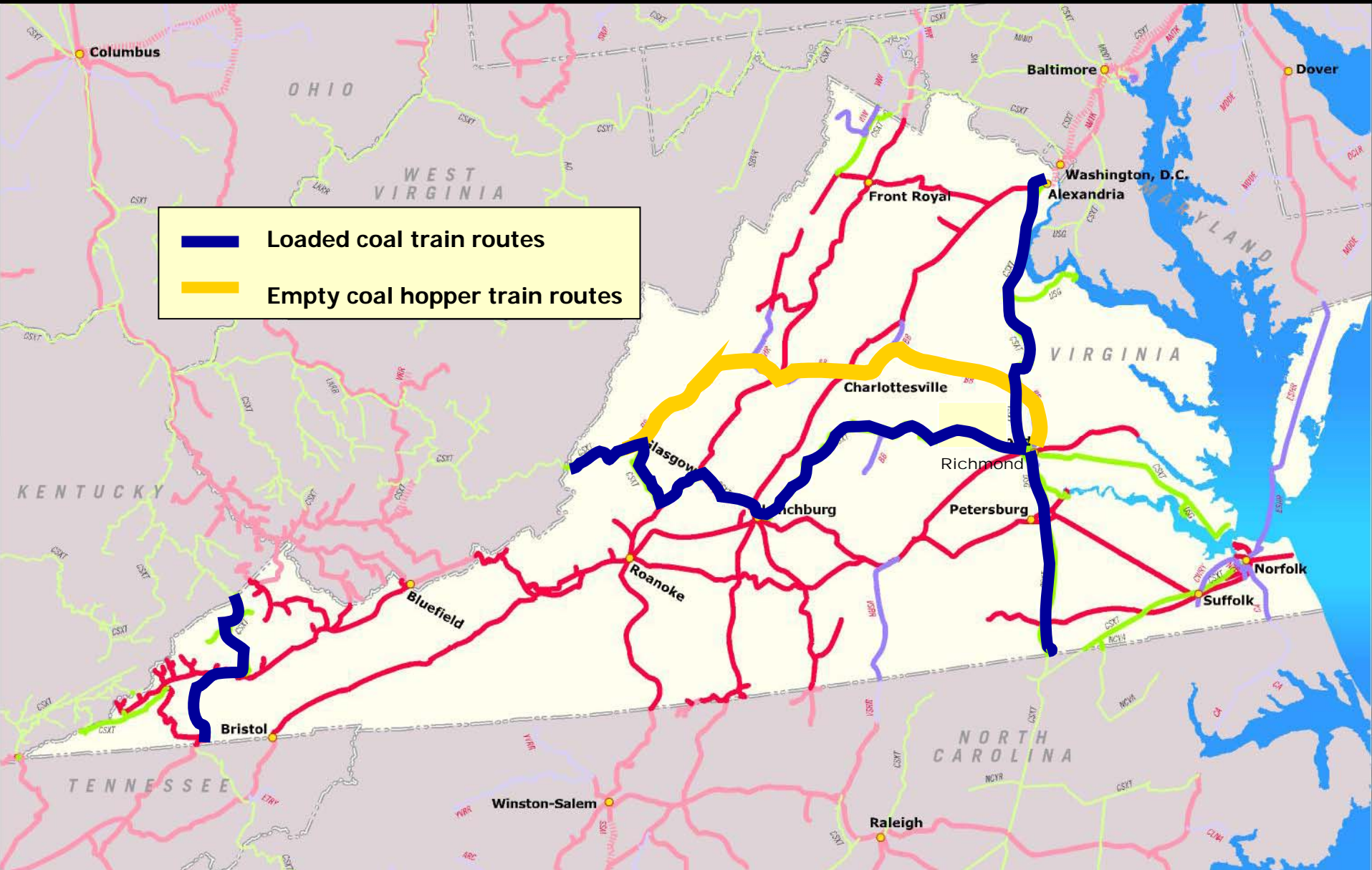
CSX Export Coal Route



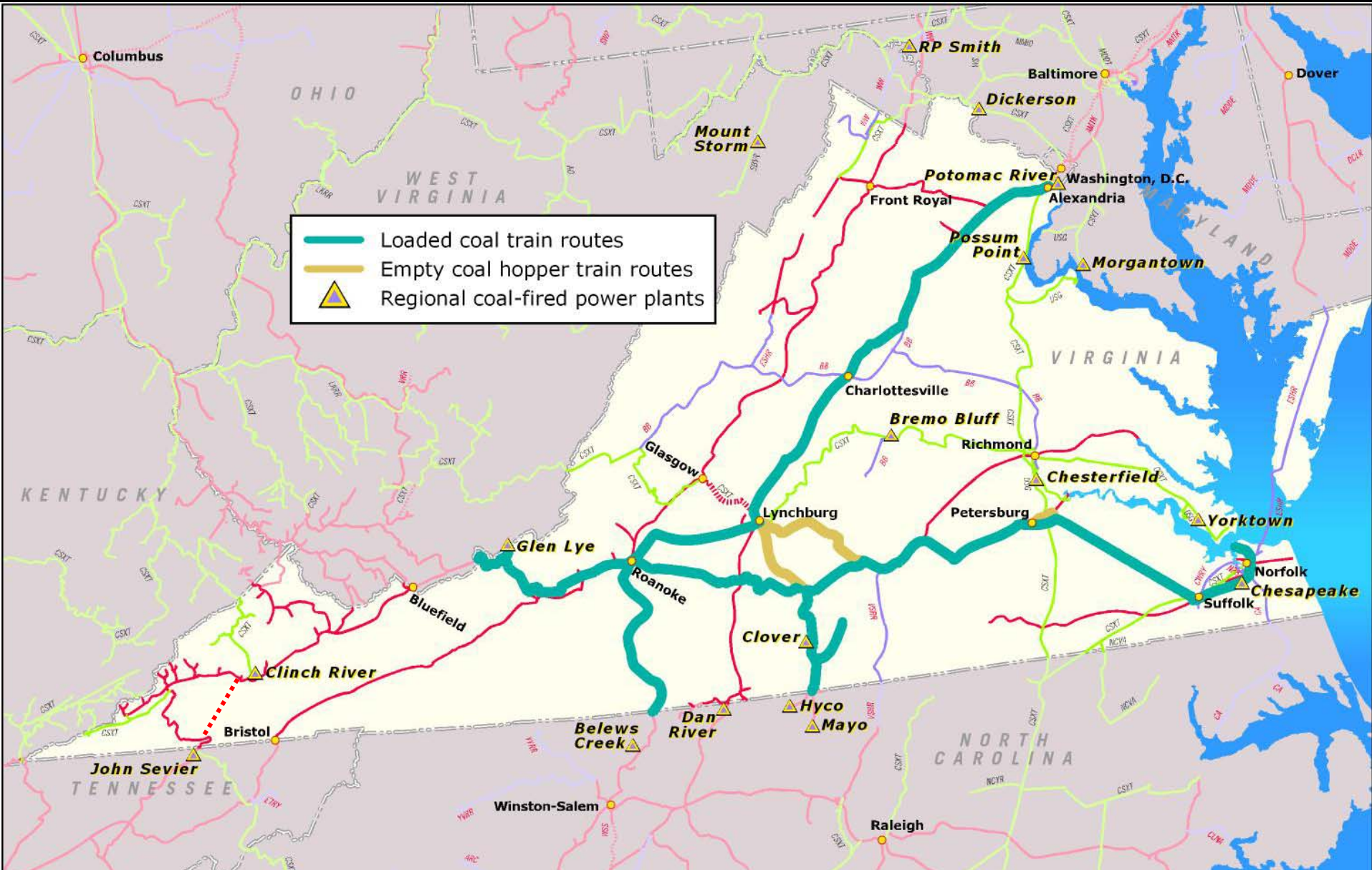
NS Export Coal Route



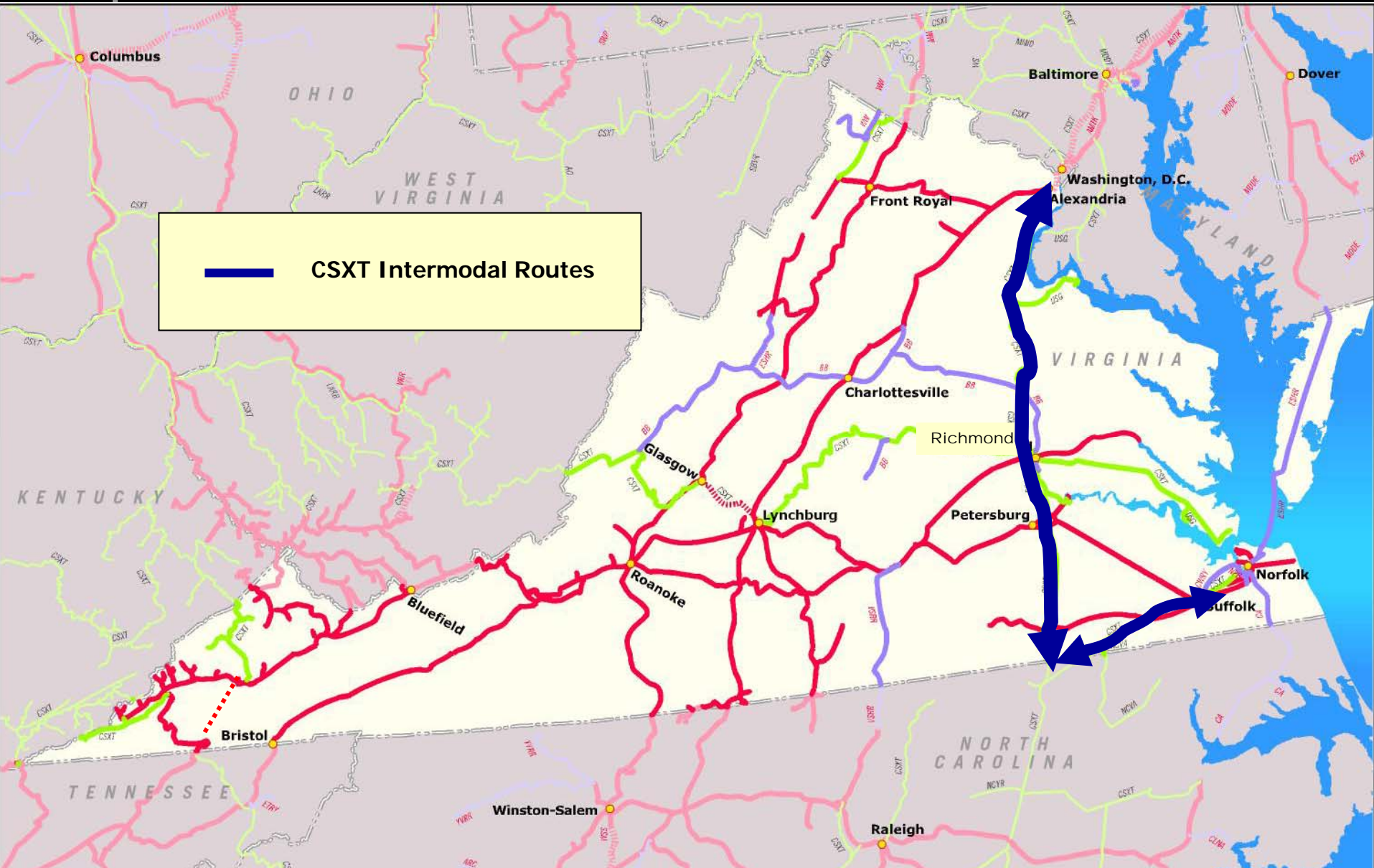
CSX Utility Coal Routes



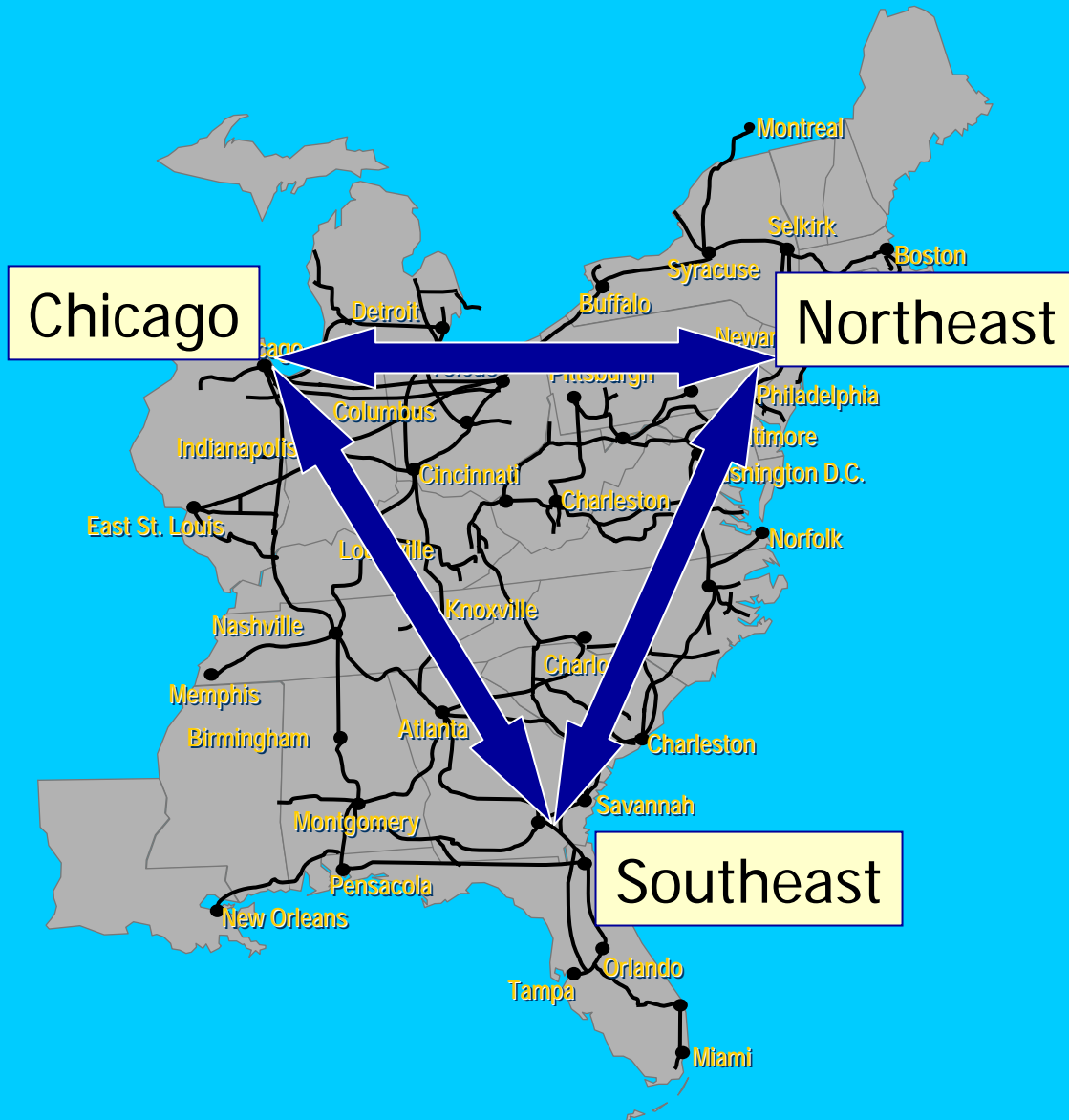
NS Utility Coal Routes



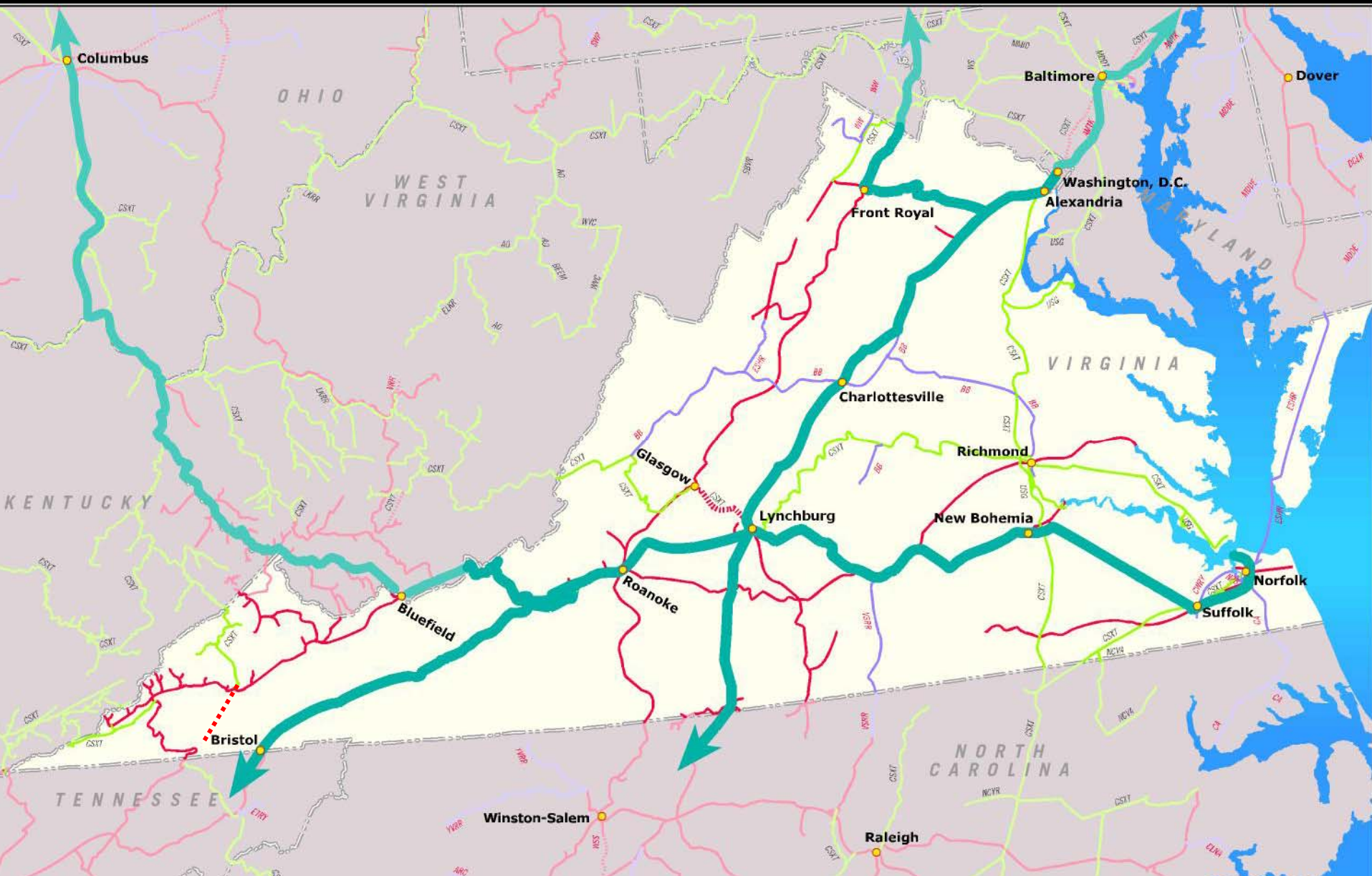
CSX Intermodal Routes



CSXT Intermodal Network



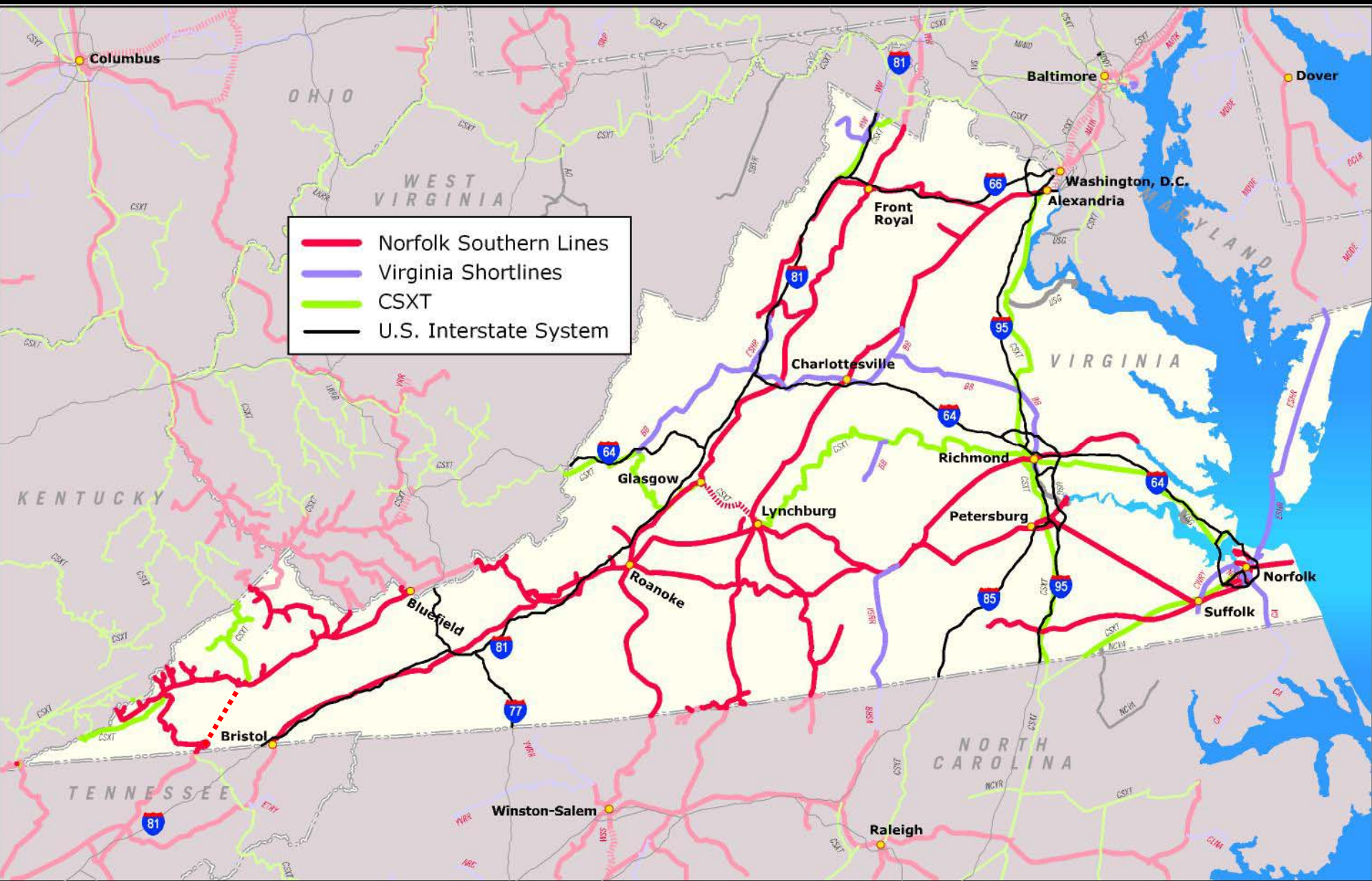
NS Intermodal Routes



NS Intermodal Network



Interstate Highway System



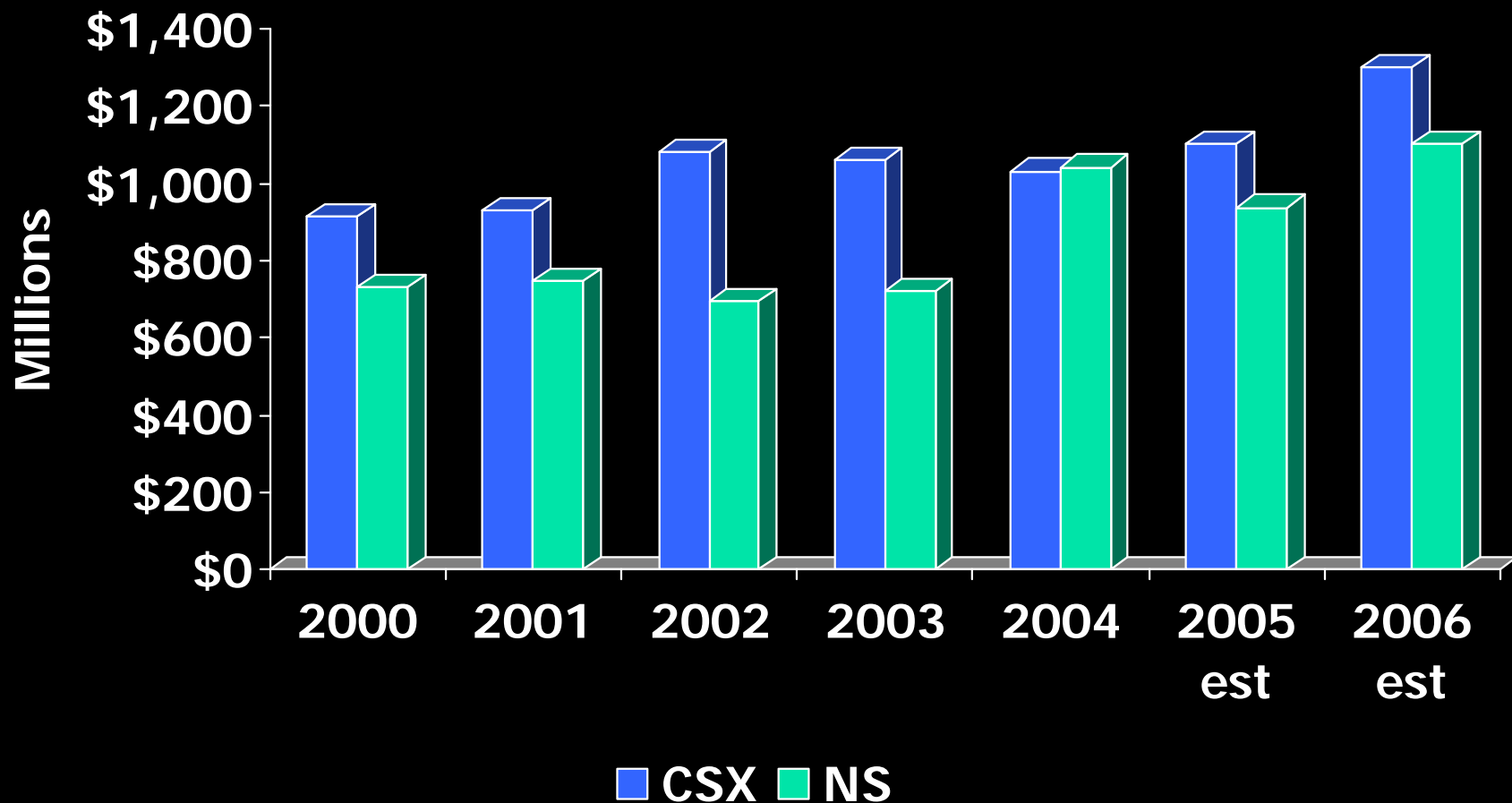


Importance of Rail Infrastructure

- Geographic—*where we go*
 - markets served
 - industries served
 - future potential
 - Physical plant—*how we go*
 - costs
 - transit time
 - maintenance
 - reliability/loss and damage
 - Extremely capital-intensive
 - Mostly self-funded
- Competitive Advantage*



Capital Expenditures





Opportunities

- Designated Rail Corridors
- MAROPS
- I-81
- Passenger/Commuter

Mid-Atlantic Rail Network: Major Links and Ownership





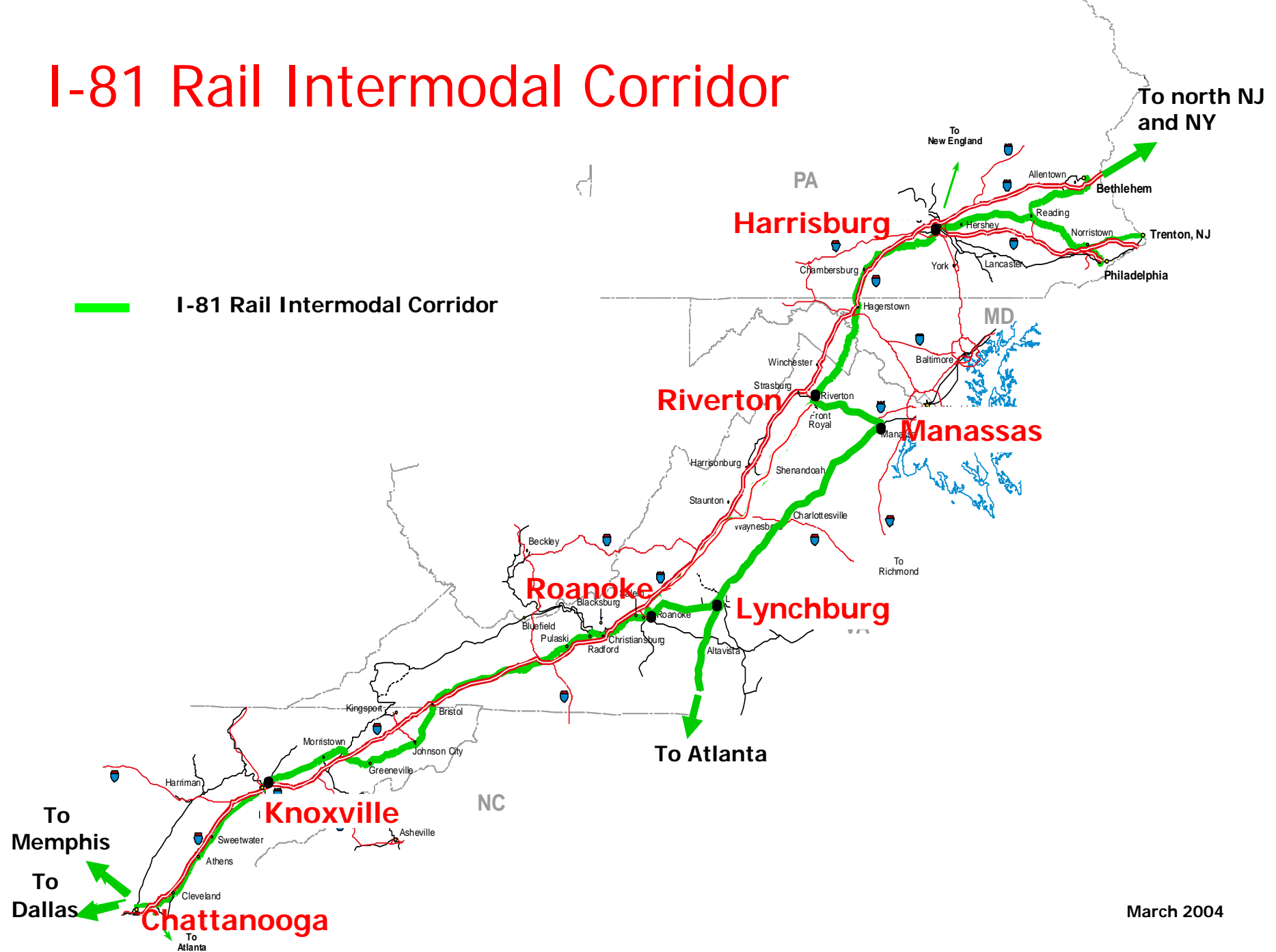
MAROPS:

Recommended Program

- 3 phases over 20 years to double rail freight and passenger capacity
- 71 infrastructure and information system projects
- \$6.2 billion total
- \$620 million “quick start” being progressed
- Multi-state development bank model

I-81 Rail Intermodal Corridor

 I-81 Rail Intermodal Corridor



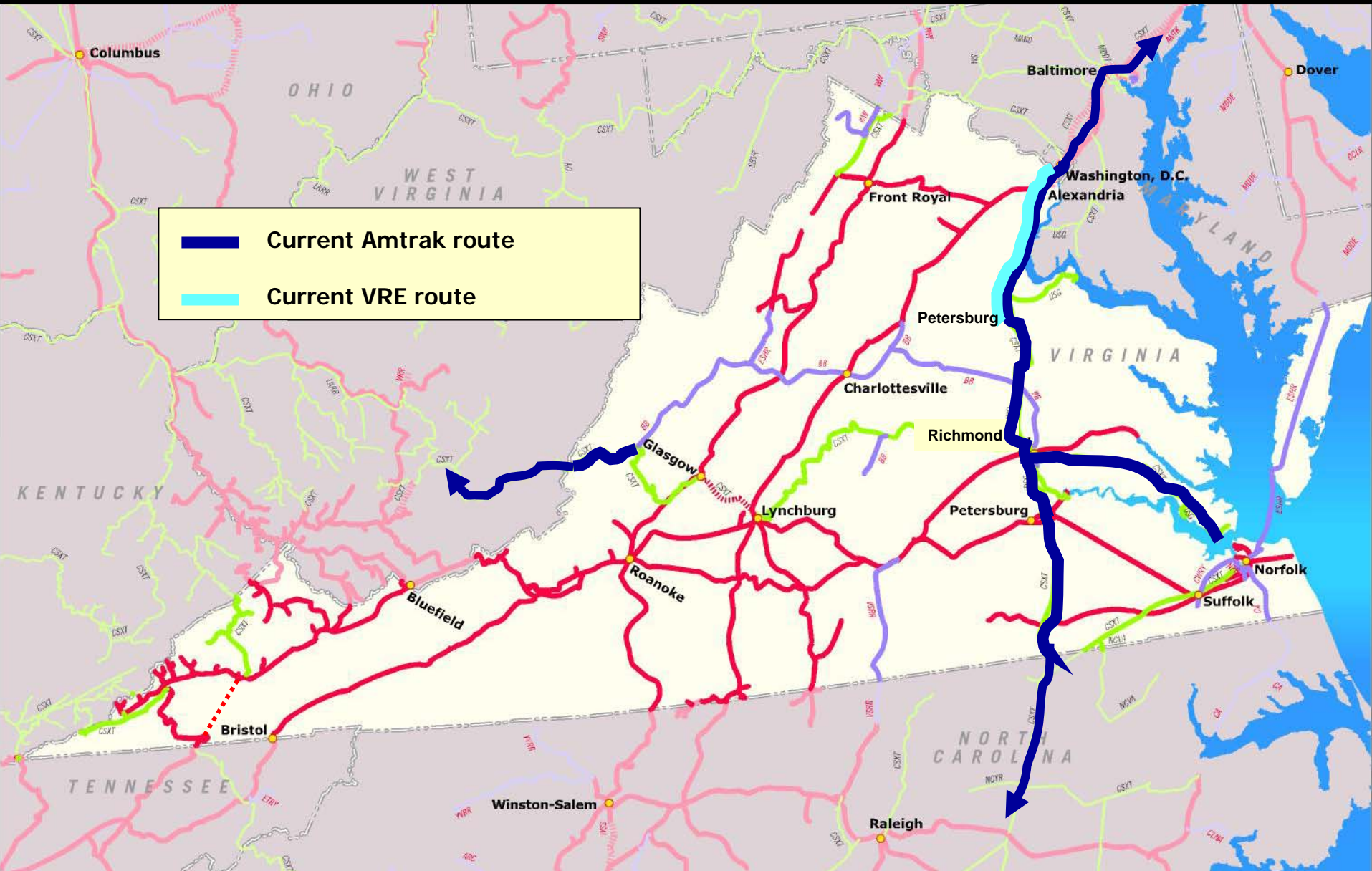
March 2004



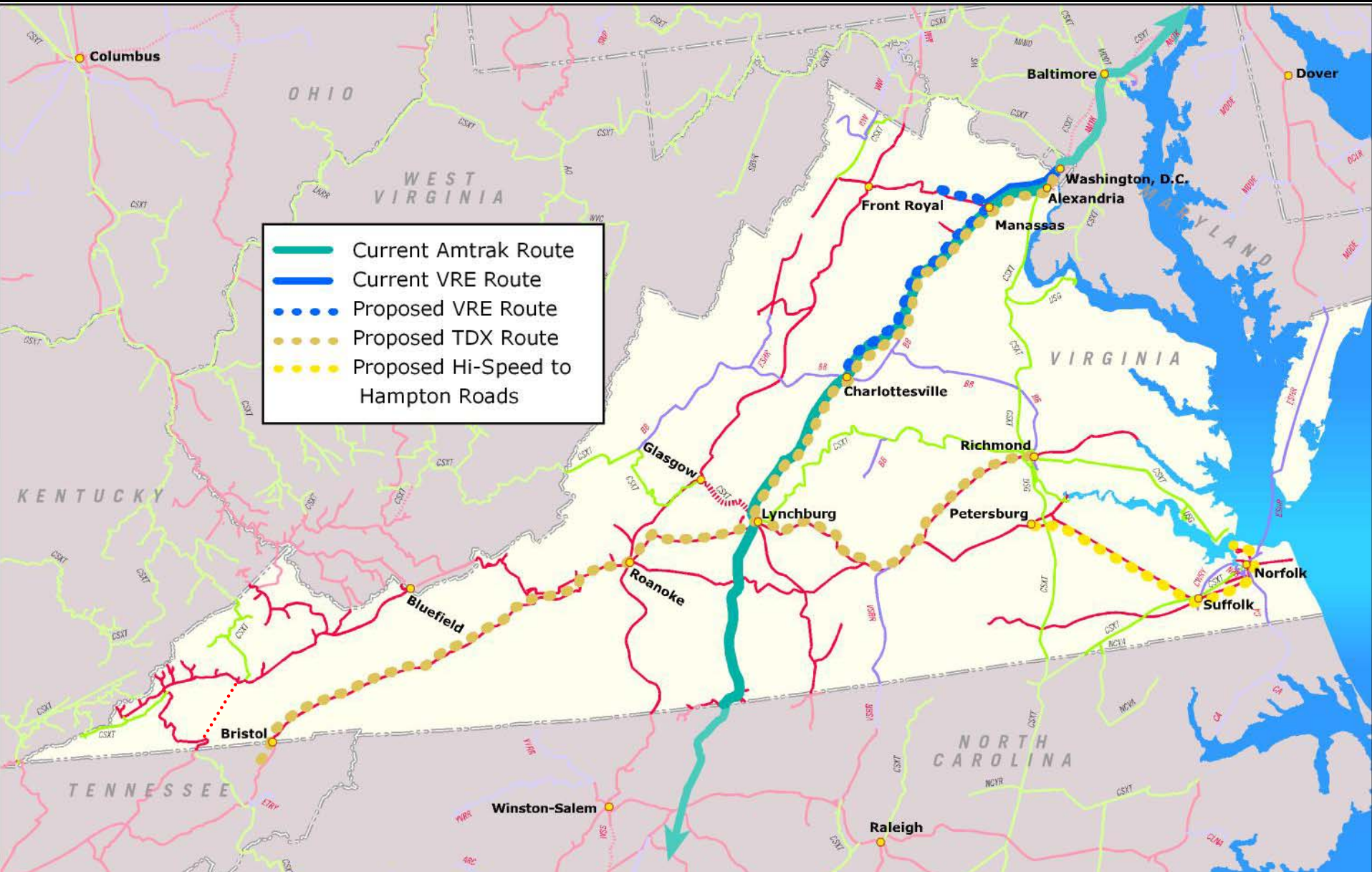
Reebie Study Virginia-Only Results

- \$500 million investment
- 500,000 trucks diverted over 5 – 7 years
- 1 of 10 trucks removed from I-81
- Creates diversions in multiple states
- Rail diversions capped w/o more investment
- Trucks climb back to 1 in 3 in 8 to 10 years

Passenger Operations on CSX



Passenger Operations on NS





Passenger Train Principles

- Passenger service often interferes with high quality, efficient freight service
- Passenger entities should:
 - bring dollars and capacity
 - not restrict present and prospective freight service in any way

Questions?

